

COMMERCIAL.

THURSDAY, FEB. 12, 1857.

We have to report but little activity in the market this week. In the absence of shipping, the demand for goods is light, and confined principally to domestic wants. There appears to be but little confidence felt in the approaching spring trade, and dealers are disposed to make no addition to their stocks. The stock now in the market, together with the cargoes on the way, will form a large supply for all the wants of the spring and summer trade.

The Hawaiian Flour Company paid a dividend of 25 per cent. to its stockholders on Monday last. The capital of the company is \$10,000. We are very glad that the company has met with success during the past season. It is almost the only successful company enterprise that has met with success at these islands, and we trust it may lead to others.

There have been no arrivals of merchant vessels since our last, except the schooner *Reporter*, from San Francisco, for a cargo of potatoes, and the only departure is the brig *Hero*, for Sydney, with a full cargo.

The whale-ship *Congress* 24, arrived on Monday, and is shipping 800 to 1000 blbls oil in the *Aspetia*, for New York. We hear that the *Aspetia* has also engaged considerable dry freight for between decks, and that the *Aspetia* has been chartered to proceed to Fanning's Island for a cargo of coconut oil, which will probably be here in season to go forward by the *Aspetia*.

We quote some few transactions, as well as ruling prices for leading articles:

Tobacco—Sales of ordinary, 8ths, in large boxes, 17c @ 19c; better quality, 23c; 2 lb plugs, fancy brands, held at 33c @ 37c.

Cigars—50 M Manila cigars, Havana shape, sold at \$15 1/2 M; 15 M cigars at \$12 1/2 M; \$13 1/2 M; common line, Havana at \$10 @ \$15.

Sardines—Half-boxes sold at \$1 50 @ \$1 57 1/2 dozen.

Yellow Metal—Sales of 6000 lb old, stripped from ship Post, at auction for 10c @ 11c; composition metal, do, at 10c.

Rice—Sales of three Carolina at \$2 1/2 @ 9c; China, No. 1, held at 8c; Manila, 5c @ 6c.

Pickles—Sales of 45 qt at \$2 37 per dozen.

Provisions—Dull; best Hawaiian beef held at \$14 1/2 blbl; inferior, \$10.

Bread—Jobbing at 10c, demand light, and a large quantity known to be on the way.

Flour—Little change; jobbing at 14c @ 15c—none in first hands.

Clothing—Market stocked; sales at auction hardly realize 50c on a dollar of cost.

Oil—Jobbing sales of bottled lard at \$1 37 1/2 gal; polar, no transactions; small lot of coconut was offered at auction and withdrawn.

Trees, &c.—Sales of peach trees, imported by the R. H. A. Society, at auction at 75c @ \$1 12 1/2 per peach; 37c @ 43c for grape cuttings.

Exchange—Sales of \$5000 on London, 60 days sight, at 50 pence for the current dollar; in American, nothing doing.

New Bedford Oil Market, Nov. 24.

Sperm—Since our last, several small lots of sperm oil, mostly landed from the *Aspetia*, have been forced into the market, and the consequence has been the further decline in prices. The transactions include sales of 750 blbls in lots as follows:—60 blbls belonging to parties, out of town, at 125 cts per gallon cash on delivery; 300 blbls also in parcels at 132 to 135 cts, and 300 do at 137 cts per gallon. Until the balance of these small parcels is worked out of the market we cannot expect any advance upon the above quotations. Holders of oil to any great extent refuse to be governed by the prices of the past week, knowing that in some instances it has been disposed of below its actual value, and that a reaction must follow. We are informed by a gentleman from Nantucket that a sale of 100 blbls has been made there the past week at 135 cts per gallon, which is the lowest price that any has been sold for in that market. In New York a sale of 400 blbls has been made at 125 cts per gallon as we learn by private advice.

Whale—Since our last, more activity has been manifested in whale and the transactions include sales of 1100 blbls—600 blbls at 80 cts per gallon, 200 do at a price not transpired, and 200 blbls partly dated at 70 cts per gallon at 100 cts per gallon.

Whalebone—The transactions include sales 2000 lbs Ochotok at 70 cts, and 2000 lbs South Sea at 53.

The amount of sperm oil on hand in the country as nearly as can be ascertained is 35,345 blbls—New Bedford 22,245 blbls; Fairhaven 3770; Nantucket 5000; Westport 1380; Mattapovett 1000; Warren 1000; Newport 500, and New London and other places make up the balance. The estimated quantity of whalebone in the country at the present time is 400,000 lbs.—N. B. Ship List.

Ships Mails.

For San Francisco. The ship Post, will sail Feb. 15.

For Lahaina, per Kamehameha, tomorrow.

The New York Mail of Dec. 29, is looked for daily by the clipper ship *Ocean Telegraph*, which is expected to touch here en route for China.

PORT OF HONOLULU, H. I.

ARRIVALS.

(For full reports of Whalers see Shipping List on 4th page.)

Feb. 8—Sch. Manukawai, Beckley, fm Hilo.

8—Sally, Fountain, fm Lahaina.

8—John Young, Hall, fm Koloa.

8—Am sch. Reporter, 37 ds fm San Francisco.

10—Am sch. Congress 24, Stranburg, 40 ds fm Tahiti.

10—Sch East Maui, fm Hana.

11—Kamoi, Chadwick, fm Lahaina.

12—A whaler in the offing; probably the Brutus from Lahaina.

DEPARTURES.

Feb. 5—Sch Maria, Moleno, for Maui and Hawaii.

6—Brig John Dunlap, Hall, and schs Alice and Kamae, all for Hawaii. The above three vessels were in sight of the town for 24 hours after sailing.

7—Sch Kamoi, Chadwick, for Lahaina.

11—Hamburg brig Hero, Moeller, for Sydney via Tahiti.

MEMORANDA.

Schooner *Reporter*, from San Francisco, has had continual gales and head winds throughout the passage—37 days.

Whale-ship *Congress* 24, cruised up from Tahiti, which port she left about Jan. 1. Reports wh. sh. *Nauy*, Wood, in that port.

The *Nauy* had been on fire by her crew in Hualahai harbor, but no great damage sustained; she had about 700 blbls oil.

The *Congress* and French wh. sh. *Jason* were also at Tahiti. The *Gambit* had not yet arrived. Capt. Stranburg also reports having spoken bk. *Cleone*, Simmons, Jan. 15, lat. 5 S., 143 W., with three sperm whales alongside, cutting in. Also spoke about the same date, ship *Roman*, Duval, and *Janus*, Winslow, having taken nothing since leaving Sandwich Islands.

Sch *Manukawai*, from Hilo, reports two whalers there on the 3d inst.—probably those previously reported, bark *Penice* and ship *Phillip* I.

Sch *John Young* reports having seen the sch *Excel* on Friday last, near the harbor of Nawiliwili, which she probably reached that evening.

VESSELS IN PORT—FEB. 11.

H. I. M. s. corvette *Eurydice*, M. P. Fitch.

Brem. ship Post, Weigard, loading for San Francisco.

Chilean brig *Escapa*, Gasso, repairing.

Am clipper ship *Aspetia*, Green, loading cargo oil.

Am bark *Frances Palmer*, Green, refitting.

Am sch. Reporter, Halley.

WHALERS.

Ship Benjamin Tucker, Barker, Brigs Prince de Joinville.

Congress 24, Stranburg, Oahu, Molde, sitting out.

Barks, George, (condemned) Brigs, Harmony, Bumpus.

Delta, Dubay, Italy, Babcock, fms. out.

Coasters in Port.

Sch Kamoi, Chadwick, soon for Maui.

" East Maui.

" Manukawai, Beckley.

" Mary, Berrill.

Vessels Expected from Foreign Ports.

American ship *Raduga* left Boston Nov. 10, with cargo mado. for Honolulu, to C. Brewer—due March 10.

Bremen brig *Kauai* sailed from Bremen Oct. 8, with cargo of merchandise to Hoffschneider & Stappenhorst.

Br. bk. *Gambit*, from London via Tahiti, sailed April 6. Last reported at Sydney. Due here via Tahiti, March 15.

American bark *Yankee*, Smith, will leave San Francisco for Honolulu about Feb. 6—due about 22d.

American bark *Fanny Major*, Lawton, to leave San Francisco or Honolulu, about Feb. 22—due March 10.

American clipper brig *Britannia* Morning Star sailed from Boston for Honolulu about Dec. 2, with merchandise for the American Mission—due April 10.

A vessel is expected daily from Vancouver's Island; and also one from Columbia River, but we do not know their names.

A fine clipper ship, built at Liverpool, called the *Kamehameha*, had been chartered for Honolulu. She would sail during the Spring, consigned to R. C. Junion.

American bark *Buzzing*, Morse, sailed from Boston, Dec. 2, for Honolulu.

PASSENGERS.

For Sydney—per Hero—Thomas Brooks, wife and child, Mrs. Nichols and child, Mr. Pileas, Mr. Peithomont, Pedro Robledo, Jos. Emmes, Mr. Miller, Mr. Metzger, Mr. Peterson, Jno. Wills, R. M. Bouscher, Louis Hirschfeld.

From San Francisco—per sch. Reporter—Daniel Parkes.

IMPORTS.

From San Francisco—per Reporter: 1 bundle trees, 1 box grape vines.

EXPORTS.

For Sydney via Tahiti: 91 casks whale oil, 1 blbl kukui oil, 1 bag ivory, 4 blbls sugar, 10 kegs do, 2 blbls molasses, 1 bale sarsaparilla root, 5 boxes boat sugar, 50 bags barley, 50 kegs white lead, 170 bags sugar, 12 do coffee, 1 box merchandise, 23 cases do, 2 trunks China goods, 1 case cigars, 39 blbls sugar, 20 bales paila, 20 cases oil, 3 cases can do, 2 cases sardines, 3 cases sardines, 5 do pickles, 102 bags paila, 8 cases matches, 1 case bread, 10 small French toys, 10 cases French liquors, 5 cases abaymhi, 10 baskets griguelot.

DIED.

At Palama, Jan. 31, the infant son of Abr. Fernandez, Esq., aged two weeks.

SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter nearly done up in wrappers, five copies for 50 cts, or twelve copies for a dollar.

TERMS.—Six Dollars per annum. Single Copies 12 cts each.

AGENTS FOR THE COMMERCIAL ADVERTISER.

Lahaina, Maui - C. S. BARTOW, Esq.

Molokai, E. Maui - L. L. TORREY, Esq.

Hilo, Hawaii - Capt. J. WORTH.

Kauai, Hawaii - Capt. JAS. A. LAW.

Kona, Hawaii - THOS. H. PAIKS, Esq.

Koloa, Kauai - Dr. J. W. SMITH.

San Francisco, Cal - L. P. FISHER, Esq., Mer. Ex.

New Bedford and U. S. - R. LANDSEY, Esq. Ship List.

THE PACIFIC

Commercial Advertiser.

THURSDAY, FEBRUARY 12.

The statistical tables which we published last week may be considered as the balance-sheet exhibiting the trade and commerce of this kingdom for the year 1856; and, so far as they are correct, will enable us, by comparison with former years, to judge whether the nation is making any progress or not in real wealth. Exports are considered as the true basis of national wealth; if their increase is in a greater ratio than that of the imports, a nation becomes more independent; if they decrease, while the imports increase, a nation becomes more dependent on foreign capital, if not really poorer.

According to the tables published by the Collector-General, the importations during 1856 are made to foot up \$1,151,422 99; the exports at only half that amount, or \$583,544 22, omitting the sum of \$87,280 43, which is stated to be the produce of vessels bearing the Hawaiian flag. Why not add this amount also? The kingdom certainly ought to have the credit, in her general balance account, of the produce of her soil, or the produce of her flag, which is the same thing, whether the producers are foreigners or not, or the vessels foreign bottoms. Our total exports should then appear as \$670,824 67 and not \$583,544 22. Still the balance against the islands is large, and many will ask how it is cancelled? It is paid for by cash, or what is the same, bills of exchange. The amount of bills of exchange of all kinds drawn at the islands has been less this year than usual, but the average for several years cannot be less than \$500,000, or an average of about \$2,400 to each whale-ship. Allowing that a portion of this is taken up by coin imported expressly for investment in bills, the sum of \$480,000, or perhaps more, can be carried to the general merchandise account of the kingdom. If this assumption is correct, the account will then stand:

Imports for 1856, \$1,151,422 99

Domestic and for. produce exported, \$570,824 67

Cash, or bills of exchange, 480,000 00

Total exports, \$1,150,824 67

Others may come to a different result, by claiming that the Custom-house valuation of exports is not the full sum which the exporters actually receive, while the amount of bills sent away is less than the above estimate.

In estimating the "supplies" furnished to whale-ships, the Collector's figures differ so much from those of former years, that a question arises as to their correctness. For the year 1855 he estimated that each whale ship took, on an average, \$275 worth of supplies, or island produce; this year they take \$875 worth! A decided advance in their expenses, and, if true, would appear to confirm the suspicion our contemporary broached at some time since, alluding then to Lahaina, that captains might be controlled by parties "interested in the expenditure of supplies." At first we supposed it was only a blunder of the printer, but we are informed it is "all correct." If the Collector has got facts to back him, very well; but, from all our inquiry and observation, we do not think either of the sums named is correct, and that \$500 is a fairer average for the amount of domestic supplies or recruits furnished to each whale ship. One captain states that his average expenditures for supplies for ten years past have not exceeded \$350 a year. Others spend more. Repairs, water, disbursements, advance to seamen, and other expenses, not properly called "supplies," make the average of bills of exchange, as before estimated, \$2,400.

In examining the table of domestic exports, it will be observed that the exportation of our staple products has not increased rapidly, though the sum total of domestics exported in 1856 is much in advance of previous years, excepting only the "potato year," 1850, which apparent increase is owing somewhat to the different estimates of the supplies furnished to whale ships. We give a comparison of some of our staple exports for four years:

1850. 1855. 1856. 1857.

Gals. Molasses and Syrup, 65,802 38,204 41,235 28,978

Lbs. Sugar, 554,505 289,908 653,820 499,533

Lbs. Coffee, 65,832 77,019 28,251 55,065

Oranges, 175,000 25,000 50,000

Goat Skins, 70,914 100,700 31,488

The domestic consumption of sugar as well as coffee in the islands has been greater during the past than in former years. It is supposed that the amount of sugar produced the past year is at least 500 tons, about one half of which has been exported. Of coffee the produce has been not less than 300,000 lbs. Only a small portion appears above as having been exported. But of both sugar and coffee, the whaling fleet will yearly require larger supplies, as they leave home with smaller stocks, owing to the high rates these articles command in the States.

The receipts at the customs for 1856, show a falling off of about \$85,000 from those of 1855, which is accounted for in part by the decrease in the importation of goods (\$280,000) and spirits, (3,600 galls.) and these items show about the same falling off as the number of whaling and merchant vessels visiting the group.

In order to give a condensed view of the commerce of the islands for ten years past, we have prepared the following exhibit, which we think will be found as correct as it can be made, though some of the totals differ from those published in previous years.

In preparing it, we are indebted to the collector general and to the annual statistics published in the *Polynesian*:

* These figures give the number of different entries of whalers at the various ports—some of the vessels entering at three, four and even five ports during the year. The actual number of different whalers during 1856, will not exceed 240.

Of the Commerce of the Sandwich Islands for Ten Years, from the Year 1847 to the Year 1856, giving the Totals for each Year.

YEAR.	TOTAL IMPORTS.	TOTAL EXPORTS.	DOMESTIC EXPORTS.	FOREIGN EXPORTS.	CUSTOM HOUSE RECEIPTS.	OUT AND HOME TRANSHIPMENT.	NUMBER OF VESSELS.	NUMBER OF WHALERS.	GALLONS OF SPIRITS CONSUMED.
1847	\$1,151,422 99	\$570,824 67	\$274,711 67	\$296,113 00	\$123,111 72	1,641,579	13	129	18,719
1848	1,383,161 87	672,001 47	274,711 67	397,289 80	158,411 50	1,641,579	13	129	18,719
1849	1,500,287 71	672,001 47	274,711 67	397,289 80	158,411 50	1,641,579	13	129	18,719
1850	1,401,257 86	472,006 83	274,711 67	197,295 16	158,411 50	1,641,579	13	129	18,719
1851	759,868 64	638,305 20	274,711 67	363,593 53	158,411 50	1,641,579	13	129	18,719
1852	1,823,821 68	638,305 20	274,711 67	363,593 53	158,411 50	1,641,579	13	129	18,719
1853	1,005,058 70	788,052 35	274,711 67	513,340 68	158,411 50	1,641,579	13	129	18,719
1854	729,739 44	477,845 81	274,711 67	203,134 14	158,411 50	1,641,579	13	129	18,719
1855	605,618 72	300,270 98	274,711 67	29,559 31	158,411 50	1,641,579	13	129	18,719
1856	710,138 52	261,226 63	274,711 67	386,514 85	158,411 50	1,641,579	13	129	18,719
TOTAL	10,401,257 86	5,472,006 83	2,747,111 67	2,724,895 16	1,584,115 50	16,415,790	130	1,290	187,190

On the whole, the statistics published for 1856 show the trade of the islands in a more favorable and healthy condition than those of any previous year since 1850. The number of merchant and whaling vessels visiting the islands during the year has been less, but the importations have also been \$230,000 less, while the exports show an increase of about \$100,000.

Ports of the Sandwich Islands.—No. 4.

LAHAINA (anciently called **LELE**, from the short stay of Chiefs there) is pleasantly located on the western shore of West Maui, and is in West long. 156° 41' and North lat. 24° 51' 50". It may be considered as the second port of the Hawaiian Islands, as, next to Honolulu, it is most generally frequented by the whaling fleet which touch at the islands in the spring and fall for recruits and refreshments.

This town was selected by Kamehameha III. and his chiefs to be the seat of government of the group, and it continued such till the troublesome times of 1843, when he removed the royal residence to Honolulu. Its public buildings are few. It has two churches, a hospital, a "palace," which from the anchorage looms up and appears a stately building, but is fast going to ruin from neglect. There are three ship chandlery stores, some fifteen retail stores, and three practicing physicians. The best seminary on the Islands for the education of natives, is located about two miles back of the village. It is under the charge of capable foreign teachers, and is sustained by the government. It numbers from sixty to eighty students.

Perhaps there is no village on the group that presents to the stranger a more striking tropical appearance than does Lahaina. There is one principal street, several miles in length intersected with many others, lined with large kukui trees, which cover the road, rendering it in places a shady and cool bower. These trees remind one of the noble branching elms of New Haven, though the shade of the kukui is denser and cooler. Numerous groves of coconuts and tall bananas line the beach and environs, while grape and other vines almost bury in their foliage many of the cottages. There is no spot on these islands equal to Lahaina for gardening or raising fruit and vegetables of every description, owing to the abundant supply of water.

The native inhabitants of Maui are far more advanced in the knowledge of self-government, and also in agriculture, and consequently are more independent than those of either of the other islands of our group. This is owing mainly to the influence of old Governor Hoapili, who governed the island for some twenty years, and who was thoroughly imbued with republican ideas. Whenever he undertook any public work, he first called the common people together to advise with them, telling them that the work, if needed, was for their good; and it is said that he always yielded to the popular voice. The successors of Hoapili have been intelligent governors, and, in a measure, carried out his popular views. Hence it is that far more attention is paid by the natives of Maui to agriculture, and some of the common people have become independent.

The anchorage being an open roadstead, vessels can always approach or leave it with any wind that blows. No pilot is needed here. Vessels generally approach through the channel between Maui and Molokai, standing well over to Lanai, as far as the trade will carry them, then take the sea breeze, which sets in during the forenoon, and head for the town.

The anchorage is about ten miles in extent along the shore and from within a cable's length of the reef in seven fathoms of water, to a distance of three miles out with some twenty-five fathoms, affording abundant room for as large a fleet as can ever be collected here. The holding ground, with clear anchors, is considered good, though somewhat rocky, and little or no danger is ever experienced, more than usual where a number of ships congregate. The best anchorage is opposite the native church in about fifteen fathoms. There has been generally during the winter months a southerly storm which the natives call a "Kona," but it seldom or ever comes when there is a fleet in port, or so strong that a vessel cannot ride it out in perfect safety. There has never yet been any vessel lost at this port by stress of weather; and but one, under any circumstances, which was lost on the reef some two or three miles from the channel. It was a remark of old Capt. Butler who resided here for many years, that he never saw it blow so hard here as to endanger a ship at anchor with good tackle; and the immunity from accident to the shipping which have visited the port, is the best proof of its safety.

As near as we can ascertain, the first whale ships that visited these islands and touched at this port were the *Bellina*, Capt. Gardner, and the *—*, Capt. Worth, which was some where about 1819. A few north-west traders touched here from 1799 to the date above given, but that trade dropping off, the whaler was a welcome visitor, and we are informed by old Mr. White that the "Old Palace" was first built as a home to entertain them. It was erected by, or under the direction of Kamehameha, (Old Thunder,) who at that time was the head man of Kamehameha I.